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Transportation and Communications Committee  
of the  
Southern California Association of Governments  
April 11, 2008

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*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation and Communications Committee held a special meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was a quorum.

**Members Present**

Becerra, Glen  
Bone, Lou  
Burke, Yvonne  
Carroll, Stan  
Daniels, Gene  
Dixon, Richard  
Edgar, Troy  
Gabelich, Rae  
Glancy, Thomas  
Green, Cathy  
Gurule, Frank  
Kelley, Trish  
McLean, Marsha  
Messina, Barbara  
Millhouse, Keith  
Mills, Leroy  
Reavis, Gail  
Roberts, Ron  
Smith, Greig  
Sykes, Tom  
Wapner, Alan - **Chair**

Simi Valley  
Tustin  
Los Angeles County  
La Habra Heights  
Paramount  
Lake Forest  
Los Alamitos  
Long Beach  
VCOG  
OCCOG  
Cudahy  
Mission Viejo  
North L.A. County  
Alhambra  
VCTC  
OCCOG  
Mission Viejo  
Temecula  
Los Angeles  
Walnut  
Ontario

**Members Present Via Teleconference**

Dale, Lawrence  
Lowe, Robin  
Stone, Jeffrey

Barstow  
Hemet/ RCTC  
Riverside County

**Members Not Present**

Aldinger, Jim  
Ayala, Luis  
Baldwin, Harry  
Bauman, John  
Brown, Art

Manhattan Beach  
SGVCOG  
San Gabriel  
Brea  
Buena Park

**Members Not Present (continued)**

Buckley, Thomas  
Chastain, Kelly  
Chlebnik, John  
Diels, Steve  
Dunlap, Judy  
Flickinger, Bonnie  
Garcia, Lee Ann  
Glaab, Paul  
Gross, Carol  
Hack, Bert  
Hahn, Janice  
Hernandez, Robert  
Leon, Paul  
Lowenthal, Bonnie  
Martinez, Sharon  
Masiel, Andrew  
Nuaimi, Mark  
O'Connor, Pam  
Ovitt, Gary  
Parks, Bernard  
Pettis, Gregory  
Quirk, Sharon  
Rutherford, Mark  
Spence, David  
Ten, Mike – Vice Chair  
Wilson, Michael

Lake Elsinore  
SANBAG  
WRCOG  
Redondo Beach  
Inglewood  
Moreno Valley  
Grand Terrace  
City of Laguna Niguel  
Culver City  
TCA  
City of Los Angeles  
Anaheim  
SANBAG  
Long Beach  
SGVCOG  
Pechanga Band of Luiseno Mission Indians  
SANBAG  
Santa Monica  
San Bernardino County  
Los Angeles  
Cathedral City  
Fullerton  
Las Virgenes/Malibu COG  
Arroyo Verdugo COG  
South Pasadena  
CVAG

**New Members Not Present**

Bishop, Joel

Dana Point

**Voting Members, Non Elected Officials**

McCarthy, James - for Lam Nguyen

Caltrans

**1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE**

The Hon. Alan Wapner, Chair, called the meeting to order at 12:10 p.m.

**2.0 PUBLIC COMMENT PERIOD**

David Liu, representing the City of Diamond Bar, stated that Diamond Bar did not support the Dedicated Lanes for Clean Technology Trucks (DLCTT) on I-710 being in the strategic portion of the RTP. Diamond Bar would like to see the project pulled out of the RTP completely. Removal of the SR-60 Truck Lanes references in the Plan remove potential bias from the upcoming Comprehensive Study. Similarly, there should be no predetermination of where the I-710 Truck Lanes are to terminate. Diamond Bar feels that the best solution for the region could mean extending the I-710 improvements to SR-91, I-10, or I-210. Diamond Bar respectfully that all references to the Truck Lanes on the SR-60 be removed from the RTP given it is premature to identify this particular project and identification made by its future improvements. Diamond Bar believes this can easily be done and would not disrupt the overall approval of the RTP or the Environmental Impact Report (EIR). Diamond Bar also asks that the TCC direct SCAG staff to clarify in

the RTP, and for the record, that the I-710 improvements should pursue the best solutions. It is Diamond Bar's understanding that the I-710 improvements are not required to stop at SR-60. Thus, the document must accurately reflect the potential for other termination points.

Public comments on the Orangeline were postponed until the project was brought up later in the meeting as an item.

### **3.0 REVIEW and PRIORITIZE AGENDA ITEMS**

### **4.0 CONSENT CALENDAR**

#### **4.1 Approval Items**

##### **4.1.1 Minutes of March 19, 2008 Meeting**

##### **4.1.2 Minutes of April 3, 2008 Meeting**

A motion was made (Bone) to approve the Consent Calendar.  
The Motion was SECONDED (Roberts) and APPROVED.  
ABSTAINED 4.1.1 (Kelley) and 4.1.1 and 4.1.2 (Reavis).

### **5.0 ACTION ITEMS**

#### **5.1 2008 Regional Transportation Plan**

##### **a) Proposed Platinum Triangle-Anaheim Resort Connector in Orange County**

Hon. Alan Wapner stated that the Connector is a project proposed by the City of Anaheim and OCTA to be included in the Strategic Plan.

A motion was made (Dixon) to include the Anaheim Connector in the Strategic Plan. The motion was SECONDED (Bone) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

##### **b) CETAP Corridor B connecting Riverside County with Orange County**

Hon. Alan Wapner stated that there was an agreement between the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) to place the study in the RTP's Constrained Plan and include the capital project portion in the Strategic Plan.

Hon. Alan Wapner opened the floor to discussion and public comment.

Yvette Abich, Collin, Tuno & Levin, General Counsel, for the Orangeline Development Authority (OLDA), stated that she wanted to go on the record indicating that the Program EIR analyzed the environmental impacts with respect

to Corridor A and B. Today, this body is being asked to take Corridor A out of the of the Constrained Plan and put it in the Strategic Plan. If this is correct, then my position is that this change is significant enough to warrant SCAG staff to go back and look at the RTP's Program EIR, make the appropriate changes, and recirculate the Plan.

Naresh Amatya, SCAG, responded that the proposed action is on Corridor B, not Corridor A. The proposed action on Corridor B is to move the capital portion of the project into the Strategic Plan and keep the study portion of the project in the Constrained Plan. Hon. Alan Wapner stated that Ms. Abich's concern was that this had changed the Plan so much that the EIR document needed to be recirculated. Hon. Alan Wapner asked staff to respond. Joe Burton, SCAG Chief Counsel, stated that the modification of Corridor B in is not an event significant enough to require a redoing of the EIR or recirculation of the document.

A motion was made (Dixon) to include the CETAP Corridor B as Preliminary Engineering/EIR only in the Constrained Plan and move the Construction/ROW to the Strategic Plan. The motion was SECONDED (Bone) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

Hon. Alan Wapner announced that he was going to skip Item 5.1-c, the Orangeline Project, and go on to 5.1-d, Other Projects first.

Item 5.1-d, Other RTP Projects as directed by the TCC, was then taken up.

Hon. Paul Nowatka, Torrance, stated that the City of Torrance was requesting that the proposed Regional Transit Center in Torrance to be added to the Strategic Plan. Torrance had just become aware that there is an available piece of property, formally owned by Pacific Plate & Glass paint factory. The property is located directly next to the Harbor Sub-Division and is a perfect location for a transit center. Torrance lost its previous transit center with the remodeling of the Del Amo Mall. If sometime in the future the Green Line is extended south, this is an ideal location because it is right on the Harbor Sub-Division.

Hon. Richard Dixon, Lake Forest, asked staff to clarify for the TCC the ability to add projects at this late time to the Draft RTP. Joe Burton, SCAG, stated there would not be a need to recirculate the EIR because in the Strategic Plan this particular project would not be proceeding to any type of construction. Additionally the EIR is a programmatic EIR. It is not a project specific EIR, thus recirculation would not be necessary. A question was raised if there would be any need to recirculate the Draft RTP since the Transit Center is not contained in the Draft. Mr. Burton stated it would not be necessary to recirculate the Draft. This is not a material change to the RTP, especially being in the Strategic Plan, and not heading towards any form of project specific construction.

A motion was made (Burke) to include the proposed Regional Transit Center in the City of Torrance in the Strategic Plan of the 2008 RTP. The motion was

SECONDED (Gabelich) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

Note: This action was WITHDRAWN (Dixon) later in the meeting.

Naresh Amatya, SCAG, stated that staff had received a request from the Coachella Valley Association of Governments (CVAG) to include truck climbing lanes on I-10 near Chiraco Summit and Blythe areas in the Coachella Valley in the Strategic Plan of the 2008 RTP. Staff has reviewed the information provided by CVAG. Based on the review, staff supports this project for inclusion in the Strategic Plan.

Yvette Abich, General Counsel, Collin, Tuno & Levin for the Orangeline Development Authority, stated that she wanted to go on the record indicating that the Truck Climbing Lanes project was not noted on today's agenda as an Action Item.

Hon. Alan Wapner stated that Item-d were other projects brought up for action at today's meeting because they had just been submitted. He pointed out that the agenda reads, "The Committee may consider and act upon any of the items listed on the agenda regardless of whether they are list as information or action items." Ms. Abich stated that if this was the language which was being relied upon, she would like to go on record saying that the Brown Act would require that the item be specifically listed like the other items on the agenda before action can be taken. Thus, this would make it in appropriate to take action on this item.

A motion was made (Dixon) to include the proposed Truck Climbing Lanes, on I-10 near Chiraco Summit and Blythe areas in the Coachella Valley, in the Strategic Plan of the 2008 RTP. The motion was SECONDED (Bone).

Hon. Alan Wapner requested SCAG's Legal Counsel to address Ms. Abich's concern regarding the Brown Act specifications. Joe Burton, SCAG's Legal Counsel, stated that the Brown Act requires only a brief description of items to be discussed. This item is an inclusive last item that is currently being discussed. Any remaining item or project that still remains outstanding on the RTP is open for discussion.

Hon. Yvonne Burke, County of Los Angeles, informed the TCC that if this was a project that had come to this body's attention in the last 48 hours, it could be brought forward to the committee could be brought forward on a two-thirds vote for its consideration.

Hon. Richard Dixon stated he wanted to withdraw his previous motion made on the proposed Truck Climbing Lanes on I-10 and make a motion that this item be included in the May 8th agenda, under the guidelines that the item came to this body after the posting of the agenda as an urgency item. Hon. Lou Bone withdrew his second to the previous motion and seconded the new motion.

Hon. Richard Dixon withdrew his second motion (above) on the proposed Truck Climbing Lanes on I-10.

Hon. Robin Lowe, RCTC, pointed out to the TCC that this discrepancy also applied to the proposed Regional Transit Center in the City of Torrance.

Naresh Amatya, SCAG, clarified for the committee that both items were not listed specifically on the agenda but both projects were attached as part of the agenda packet. The staff reports were posted on SCAG's website 24 hours prior to today's meeting. However, they were not listed specifically as projects under Item 5.1-d.

A motion was made (Smith) to reconsider the prior action taken today on the inclusion of the proposed Regional Transit Center in the City of Torrance in the Strategic portion of the 2008 RTP. The motion was SECONDED (Dixon) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

A motion was made (Smith) to table the proposed Regional Transit Center in the City of Torrance until the next meeting of the TCC on May 8<sup>th</sup>. The motion was SECONDED (Dixon). The motion was UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

Hon. Tom Sykes, City of Walnut, stated that the District 37 cities had requested that the SR-60 DLCTT references, as well as the I-710 freeway terminus verbiage be removed from the Plan. With this request for the removal of the verbiage from the Plan, Hon Tom Sykes inquired of Chair Wapner if this would have to be an agenda item for the May 8<sup>th</sup> meeting? Hon. Alan Wapner stated that previously there had not been a motion to make any changes on the Truck Lanes. Hon. Alan Wapner suggested that a motion be made to put the Truck Lanes on the agenda. A motion was made (Sykes) with CONCURRENCE by the TCC. Hon. Alan Wapner directed staff to add the Truck Lanes as an item on the TCC's May 8<sup>th</sup> agenda.

Hon. Alan Wapner then opened the floor to public comment on the Orangeline.

Hon. Kirk Cartozian, Chair of the Orangeline Development Authority (OLDA) and Councilmember City of Downey, gave the TCC a brief presentation on the Orangeline. The proposed Orangeline project goes from Lancaster to Irvine with an approximate construction timeline of ten years. The Draft 2008 RTP has a number of segments, some of which have large investments, which are unable to meet the growing demand. OLDA sees itself as one solution to redefine what transportation and how transit oriented projects will occur. Because of emission and congestion problems that impact the Gateway Cities along the Alameda Corridor, OLDA feels that the Orangeline project is an alternative that would move the region in the right direction. The TCC has already shown its

endorsement of Maglev technology. Prior to the 2004 RTP, SCAG did a study on non-LAX connected projects. SCAG's rating system rated the Orangeline project with the highest ratios for the non-LAX connected projects.

Hon. Alan Wapner pointed out to Hon. Kirk Cartozian that the map shown in his PowerPoint presentation was not depictive of the Orangeline as described in the Draft Plan. The map currently included in the Draft includes Orange County. This map does not include Orange County. Hon. Kirk Cartozian replied that the map did show the Orangeline running into Orange County and that the cities shown indicate member cities of OLDA. Hon. Richard Dixon said he wanted for the record to reflect that the Palmdale to Union Station was a line that was already in the RTP and will remain in the RTP as SCAG's Maglev Task Force is reviewing the Maglev. SCAG has already studied the portion going to Palmdale and that corridor is already included in the Strategic Plan as an extension of the existing IOS. Hon. Kirk Cartozian clarified that the OLDA member cities all know, especially the cities in the Southeast area of L.A. County, that they are not guaranteed a station. Location of stations would be based upon ridership demand figures that maximize the revenues for the project.

Hon. Kirk Cartozian stated that the OLDA has had an international environmental infrastructure firm, ARCADIS, which has given endorsement to the Orangeline's Financial Plan. ARCADIS has committed over a million dollars because they believe that the Orangeline is verifiable and has merit. The Orangeline is a public/private project that depends upon member cities money for the planning and potential capture of new member cities, as well as the private bonds that will be issued somewhere around the year of 2020 to build the project.

Hon. Kirk Cartozian stated that there had been some rules that have change because of SAFETEA-LU and the OLDA believes it has adequately met them. At the December 3, 2007, meeting of the TCC, staff stated that the Orangeline met the technical and financial requirements for the Constrained Budget of the RTP. If staff has an issue with this project, how can the OLDA go against recommendation? The OLDA feels it is a matter of procedure and unfortunately, inefficiencies in the process. The OLDA is requesting that the TCC take no action on this item today because there is no need to take action to remove a project that has been in the RTP and meets the requirements that have been asked of. New submittals for inclusion of certain segments vs. others were accepted. The OLDA has submitted to SCAG what has been asked of the Authority. Procedurally, the OLDA feels it has been on a teetering war since October 2007.

Hon. Kirk Cartozian pointed out that there is a Las Vegas City Center project on the strip. A Gensler Architecture team is leading this project. They are leading a number of smaller architectural firms. There is no larger architectural firm in the world than Gensler Architecture. Gensler is a supporter of the Orangeline project and has been a regularly attending OLDA meetings. They were also represented at OLDA Investor Developer Conference.

Hon. Kirk Cartozian stated that the City of South Gate was building a transit village around where they hope an Orangeline station will occur. OLDA staff has

been mobilized to signal this. Staff has been at the ICSC in Las Vegas and to local regional boards giving presentations and sharing what the OLDA's member cities are doing and can do, and how the communities are going to change for the better.

Hon. Alan Wapner stated he had a question for Hon. Kirk Cartozian. After the meeting that was recently held on the project in Orange County there was some discussion that OLDA might consider resubmitting the project using a different corridor. Is the OLDA's proposal today to leave everything as is? Hon. Kirk Cartozian responded that the Orangeline Project is still in as it has been for the last four years.

In addition to the Orangeline presentation by Mr. Cartozian, there were eight public comments related to the Draft 2008 RTP. The comments were related to the Orangeline in support of the project. Public comment was given by:

Hon. Mario Guerra, City of Downey  
Steve Hofbauer, City of Palmdale  
Daryl Hofbauer, City of Paramount  
Bruce Barrows, City of Cerritos  
Al Perdon, Executive Director, Orangeline Development Authority  
Hon. Elba Guerrero, Mayor, City of Huntington Park  
Yvette Abich, General Counsel, Collin, Tuno & Levin for the OLDA

Kia Mortazavi, Executive Director of Development, Orange County Transportation Authority (OCTA) stated that OCTA was the regional transportation agency responsible for objective review and planning for the entire County of Orange. Putting a project in the Strategic Plan does not mean that it is no longer part of the RTP. A project can still be planned and studied. It is OCTA's opinion the Orangeline does not belong in the Constrained Plan for the following reasons:

- 1) The Financial Plan that OCTA has seen assumed the project would be in operation by 2012, in four years. That assumes environmental design and construction for the initial segments, for whatever that may be, is done in the next four years.
- 2) The Plan relies on \$200,000,000 of public money, grants, state, and federal, to be available for the initial environmental work. These funds are not in Orange County's Plans and OCTA does not believe that they are in L.A. County's Metro's Plan and not readily available anywhere in the RTP or RTIP.
- 3) The socio-economic assumptions that were used to develop the ridership pattern are different than what is used in the RTP. The analysis done by the OLDA assumes that there is a redistribution of assumed land uses. That cities outside the Orangeline territory are going to be lower density, and cities within the corridor are going to be higher density. This is something yet to be seen, this is not the adopted land use plan. Lastly, there is really no agency support. As the regional transportation agency for Orange County, OCTA has taken a position that this project needs further analysis. Put the Orangeline in



the Strategic Plan and let it get sorted out as to where the stations will be. The real issue here is whether the project ready to be put into the Constrained Plan.

Brad McAllester, Executive Officer of Long Range Planning, MTA, briefed the TCC on a letter that was sent to SCAG regarding the Orangeline. Several years ago the OLTA asked MTA for its position on whether it would offer up the right-of-way. At that time MTA's CEO indicated that when the preliminary engineer and environmental assessment was done, MTA would assess the project at that time and present it to MTA's Board. MTA's Board has not taken any action on the project whatsoever. MTA is currently participating with Orange County in an inter-county study. One of the issues in the study is looking at the use of the corridor. MTA is currently drafting its Long Range Plan. In the Plan the Orangeline project is identified in the Strategic Plan as a project to which construction and operating costs will be funded by others. The letter sent to SCAG was to clarify what has happened within the MTA process.

Hon. Alan Wapner informed the TCC that whatever document it approves today and moves to the RC will have to meet Federal Government scrutiny in the area of environmental conformity as well as financial constraint. Hon. Alan Wapner then opened the floor for a staff presentation on SCAG's findings and recommendation on the Orangeline.

Hasan Ikhata, SCAG, stated that there were a lot of things being said at today's meeting that are not facts. Staff did say that the material received from the Orangeline met the financial constraints but at that time, there was no right-of-way issue. At that time, the issue was the \$200 million in grants that needed to be worked out. My role, as Executive Director of SCAG, is to deliver the facts as to whether the Plan meets the federal requirements or not. The following reasons are why SCAG does not feel the Orangeline meets the financial constraints:

- 1) ARCADIS, the consulting firm that did the Orangeline study, was mentioned earlier today. I am going to read an extraction from one of their reports, "without the assurances that the public right-of-way identified for the project, the Authority will not be able to secure the funding needed to proceed with the project." This is one of the reasons SCAG is saying this project does not meet the financial constraint. Not just for the right-of-way per se, but the fact that the Financial Plan does not include the cost for the right-of-way.
- 2) With regard to the new direction of SCAG, I would never recommend to this body that SCAG start telling the Riverside County Transportation Commission (RCTC), the Orange County Transportation Commission (OCTA), or MTA how to use their right-of-way. This is not SCAG's role. SCAG's role is to plan for the region and work with its member cities and agencies, to make sure that at the end of the day the region has an RTP that makes sense.

SCAG does not question the merit of the Orangeline. The bottom line is, "Does this project meet financial constraint." The answer is no. I urge you to take it out of the Constrained Plan and put into the Strategic Plan. And, I hope this will not be taken as SCAG questioning the merit of the project, or that we do not want to

move forward and work with the OLDA to move their purpose of studying the project.

Hon. Glen Becerra, Simi Valley, stated that the San Onofre I-241 Toll Road is basically dead, but it is still part of the Plan. Does this project not put the Plan in jeopardy too? Mr. Ikhata responded that the Toll Road will continue to be part of the Plan unless the EIR process is exhausted and totally rejected, or the Toll Road notifies SCAG that it is no longer a viable project. The Toll Road will continue to be in the Plan for two reasons: 1) It is a transportation control measure. If the Authority informs SCAG that it is no longer wants the project in the Plan, SCAG will not only have to terminate the project; it will have to find a substitution to overcome the emissions. Currently, SCAG has no legal authority to take the project out of the RTP because the final action is not there. The Toll Road project's right-of-way is based on its EIR.

Hon. Barbara Messina, Alhambra, stated that SCAG is telling the TCC that the Orangeline project does not meet financial constraint and on the other hand, the OLDA is telling the TCC that the project does meet financial constraint. Where did the OLDA get its information from? I do not believe the OLDA would come before this body if they did not have confidence that the project does meet financial constraint. Where is the discrepancy? Mr. Ikhata responded that the OLDA's Executive Director had sent SCAG a letter in response to staff's issue with the right-of-way. The letter reads, "Should it be decided that payment should be required for the right-of-way, the Financial Plan would be required to include this cost." Thus far, the Financial Plan does not include this cost. Without this cost in the Financial Plan, it does not meet the federal requirements. Mr. Ikhata stated that there were two reasons why the project does not meet federal requirements: 1) there was demonstrative public opposition to the project, and 2) it does not meet financial constraint not only with regard to the right-of-way, but there is also a two-hundred million dollar assumption that someone, somewhere, would get grants to study the project and prepare it for construction.

Hon. Troy Edgar, Los Alamitos, stated that the TCC has asked staff on three occasions why the project does not meet federal requirements and has received three different answers. It has gone from the right-of-way in the financial connection, to right-of-way, to financial constraint, then financial constraint plus a new criteria today which this body had not heard of previously, which is demonstrated public opposition, plus the two-hundred million shortfall. Staff's reasons are unclear. Additionally, I am not sure why this body is taking such a hard-line stand. The issue here today is parity. San Onofre is a good example: the IOS is another good example. Are these projects being held to the same standard with regard to the right-of-way. By prolonging taking any action on the Orangeline, we are putting the entire RTP at risk.

Hon. Rae Gabelich, Long Beach, asked staff that if the Orangeline goes into the Strategic Plan, does this mean it is not eligible to move forward until the next RTP? Mr. Ikhata responded no. The OLDA and anyone who wants to move the project, can do whatever they want whether the project is in the constrained or the strategic portion of the RTP. If the project is in the Strategic Plan it does not mean

study and work will stop until the next Plan. If the Plan is adopted, an amendment to the RTP can be made based on new information surrounding a project. The RTP is a living document.

Hon. Lou Bone, Tustin, stated that SCAG's Maglev Task Force had been in existence for ten years and has addressed over 36 Maglev routes. The IOS and the Orangeline were included in these routes. The Orangeline route was not picked. The Task Force picked a route that goes to Palmdale; this project is still in the Strategic Plan. The Plan has the route to Palmdale that has stations in West Los Angeles, Van Nuys, Santa Clarita and Palmdale. The other route that was selected was the south route, which has stations in Long Beach, LAX, John Wayne Airport, Los Angeles, and back to the Anaheim Transportation Center.

Hon. Glen Becerra, Simi Valley, stated he was waiting for Orange County to come along on the regional transportation concept. A few years ago, this body voted to take out the El Toro Airport because Orange County wanted it gone. As a result of this, it puts more burden on the residents in my area because we now have to drive to a congested LAX rather than share the burden. We did this because it was the right thing to do. The issue on the right-of-way appears to be that if OCTA was involved on this project, there would not be a financial issue because this right-of-way would be available to this project. The only reason there is a financial issue being raised now is because OCTA is not willing to participate. The other issue that I am concerned about is the public opposition. There is not one project in the RTP that will not have demonstrated public opposition. Whether it is one person or thousands who oppose a project, this body needs to make a choice as to if we are going to participate regionally or not.

Hon. Keith Millhouse, VCTC, stated that if the project is taken out of the Plan the project can be put back in as an amendment when and if the project meets financial constraints. What happens if it is left in the Plan and challenged at a later point? What impact would this have to SCAG, the Plan, and the region? Mr. Ikhrata stated that not only would SCAG amend the plan, the agency would do everything it could to move the project forward. If the project is kept in the Plan, the region is running the risk of having the federal agencies reject the whole Plan. If this happens the region would be out of conformity commencing on June 8, 2008. This means that no transportation project, regardless of the funding source, can move forward. There will be a one-year grace period and then the federal government will come in and do what is called a Federal Implementation Plan.

Hon. Troy Edgar stated that there are a lot of projects in the Plan that are potentially teetering on non-conformity. There is \$569 billion worth of potential risk. San Onofre is a good example. I see risk in all projects but I do not see an elevated risk in this project that makes me more concerned than with another project.

Hon. Robin Lowe, Riverside, stated that Riverside stands to lose over \$3 billion worth in projects if the Plan is found to be out of conformity. With this, I make a motion (Lowe) to approve staff recommendation to place the Orangeline into the Strategic Plan. The motion was SECONDED (Green).

The TCC proceeded with further discussion on the motion.

Hon. Gene Daniels, Paramount, stated the reason the region does not have any Rapid Transit since it was first considered in 1969 is for the reasons we are experiencing right now. This body and agency is here to do regional planning to move people throughout the region, for the good of the region.

Hon. Richard Dixon, Lake Forest, stated that the difference between the MTA's decision and OCTA's decision about the project is that OCTA has analyzed the Pacific Electric (P.E.) right-of-way and have determined that the right-of-way is so dysfunctional in terms of where it goes and the different places it crosses that it would be better if each community along the P.E. right-of-way analyze how they can best utilize the right-of-way internally to move people along this corridor. OCTA is in the process of putting together a central corridor investment study that includes the City of Los Alamitos and other to get there. As an example, Santa Ana and Garden Grove have already submitted plans to OCTA on how they can best use the right-of-way to get people moving in and out of that particular portion of the region. OCTA is constantly working with the MTA and the Riverside CTC's to find out how we can move people from within Orange County into both of these areas.

Hon. Rae Gabelich stated she looked at this project as being not transportation for people to get to their jobs everyday but for the connections to other modes of travel via the airports. Allowing the communities along the corridor to decide how they want to see the right-of-way developed, this is again the mistake that we as a group make because we are not looking at what is the best for the entire region. Hon. Rae Gabelich then asked staff if the federal government said that the Orangeline did not qualify and can not be kept in the RTP and decide to shut down all the other projects, would this only be until the Orangeline was removed from the RTP? What would make the other projects eligible to be continued in the Plan? Mr. Ikhata responded that there has to be a Plan that meets the requirements. If the Plan is rejected the region will have to restart the Plan circulation process which will put the region out of conformity for six to twelve months.

A motion was made to CALL FOR THE QUESTION (Dale). The motion was SECONDED (Stone).

Rollcall vote:

NO – Becerra, Daniels, Dixon, Edgar, Gabelich, Gurule, McLean, Messina, Millhouse, Mills, Ten, Wapner.

YES – Bone Burke, Carroll, Dale, Glancy, Green, Kelley, Lowe, Reavis, Roberts, Smith, Stone, Sykes.

NO - 12, YES - 13.

Hon. Alan Wapner clarified that the call for the question brought back the original motion to remove the Orangeline project from the constrained portion of the RTP and put the project into the Strategic Plan.

Rollcall vote:

NO – Becerra, Burke, Daniels, Edgar, Gabelich, Gurule, McLean, Messina, Mills.

YES – Bone, Dale, Dixon, Glancy, Green, Kelley, Lowe, Millhouse, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner.

NO – 9, YES – 15.

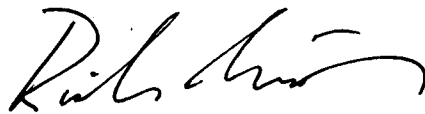
Hon. Alan Wapner then reviewed what took place at today's meeting of the TCC. Three projects were put off until the next meeting of the TCC on May 8<sup>th</sup>. The projects that action were taken on was to include the Platinum Triangle-Anaheim Resort Connector in the Strategic Plan, include the CETAP Corridor B project in the Strategic Plan with the exception of a study in the Constrained Plan, and move the Orangeline from the Constrained Plan to the Strategic Plan. Action on Item 5.2, Adoption of the 2008 RTP, will be put off until the Regional Transit Center in the City of Torrance and the Truck Climbing Lanes in the Coachella Valley are brought back on May 8<sup>th</sup> to the TCC for action.

Hon. Alan Wapner stated for the record that there was a lot of discussion over the financial constraints of the Orangeline and that there are some points of contention, one of those being that it was not judged fairly compared to the IOS. Mr. Wapner asked staff to present the Regional Council at its next meeting with additional information showing a comparison on how the Orangeline and IOS were studied.

## 6.0 **ADJOURNMENT**

The Hon. Alan Wapner adjourned the meeting at 1:45 p.m.

The next meeting of the TCC will be held on **Thursday, May 8, 2008, at the Ontario Convention Center.**



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Rich Macias, Interim Director  
Planning and Policy Division

Transportation and Communications Committee Attendance Report

2008

Member (including Ex-Officio)		X = County Represented						X = Attended						Meeting NM = New Member							
LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	19-Mar	Apr	11-Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Adams, Steve	Riverside, WRCOG				X																
Aldinger, Jim	Manhattan Beach		X					X	X	X											
Ayala, Luis	Alhambra		X					X				X									
Baldwin, Harry	San Gabriel		X					X	X	X	X										
Beauman, John*	Brea			X				X	X	X											
Becerra, Glen*	Simi Valley		X					X	X	X			X								
Bishop, Joel	Dana Point			X								NM									
Bone, Lou*	Tustin			X				X	X	X	X	X	X								
Brown, Art*	OCTA			X					X	X		X									
Buckley, Thomas*	Lake Elsinore				X			X				X									
Burke, Yvonne*	Los Angeles County		X					X	X	X		X	X								
Carroll, Stan	La Habra Heights		X					X	X	X	X	X	X								
Chastain, Kelly	SANBAG					X		X	X	X		X									
Chiebnik, John	WRCOG				X			X	X	X	X	X									
Dale, Lawrence*	Barstow					X		X		X		X	X								
Daniels, Gene*	Paramount		X						X	X	X	X	X								
Diels, Steve	Redondo Beach		X							X	X	X									
Dixon, Richard*	Lake Forest			X				X	X	X	X	X	X								
Dunlap, Judy*	Inglewood		X						X	X	X										
Edgar, Troy*	Los Alamitos		X						X	X	X	X	X								
Flickinger, Bonnie*	Moreno Valley				X																
Gabelich, Rac*	Long Beach		X						X			X	X								
Garcia, Lee Ann*	Grand Terrace				X			X	X	X		X									
Glaab, Paul*	Laguna Niguel			X						X	X										
Glancy, Thomas	VCOG						X	X	X	X			X								
Green, Cathy	OCCOG			X				X	X		X	X	X								
Gross, Carol	Culver City		X					X	X	X	X	X									
Gurule, Frank*	Cudahy		X					X	X	X	X	X	X								
Hack, Bert	Laguna Woods			X				X	X	X		X									
Hahn, Janice *	City of Los Angeles		X						X	X	X										

